

# GEOGRAPHIC INTELLIGENCE MEMORANDUM

CIA/RR GM 62-4  
April 1962

## *AIR ACCESS TO BERLIN*



CENTRAL INTELLIGENCE AGENCY  
OFFICE OF RESEARCH AND REPORTS

### WARNING

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SECRET  
AIR ACCESS TO BERLIN

Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7

SECRET

The location of Berlin 110 miles east of the Federal Republic of Germany results in a problem of Western access having two facets: first, response of US, UK, and French communication lines to Communist interference aimed at restricting the free movement of German citizens and civilian goods between the Federal Republic of Germany and West Berlin and within Greater Berlin. Since 11 August 1961, movement within Greater Berlin has been effectively curtailed. The air corridors are the last remaining traffic arteries between West Berlin and the Federal Republic of Germany over which both civil and military traffic can now without being subjected to either Soviet or East German controls.

Historical Basis for Access to West Berlin

The position of the Western Powers in Berlin, which derives from the unconditional surrender of Germany at the end of World War II, was recognized in a 1945 agreement of the European Advisory Commission, in which the USSR as well as the Western Powers participated.<sup>1</sup> In the immediate postwar years, the Allied Control Council concluded a number of quadripartite agreements governing Allied access to Berlin. On 20 March 1948, however, the Soviet authorities initiated the series of restrictions on passenger and freight movement to and from Berlin, which ultimately culminated in the Berlin blockade of 1948-49. The blockade lasted for almost 11 months. After it ended, however, the general Western rights of access were reaffirmed by the USSR in the New York and Paris Agreements of May and June 1949, respectively. In September 1955 the USSR signed a "Treaty on Relations" with East Germany in which it recognized the "sovereignty" of the regime, but in a subsequent exchange of letters between the foreign ministers the Soviets "temporarily" reserved for themselves control of the traffic of the Western airmen between West Berlin and the Federal Republic of Germany. There has been an subsequent formal documentation but, as late as 10 March 1959, Khrushchev admitted that the Allies "have lawful rights for their stay in Berlin."

Surfaces Access in Relation to Air Access

The amount of freight moving to and from West Berlin by air under normal circumstances is only a minor portion of total traffic. Passenger traffic by air, however, has played an important role, especially for refugees, who comprised 14.4 percent of the total in 1960 and 11.1 percent in 1961. Although the stream of refugees has dropped off to a mere trickle, the outlet is important for the morale of the West Berliners, especially for those whose personal safety demands that they not be subjected to either Soviet or East German document controls.

The dependence of West Berlin on surface contact with the Federal Republic is strikingly reflected by statistics on highway traffic along routes connecting the two (see table). The average number of vehicles that passed through the Blockadeburg

<sup>1</sup> This report had been prepared in response to a request of the Berlin Task Force.

<sup>2</sup> Berlin was recognized in accordance with the London Protocol of 12 September 1945 concerning the Future of Occupied Germany and the Administration of the Greater Berlin and with the London Agreement of 11 November 1945 concerning the control machinery in Germany, and the city was placed under the administration of the inter-Allied Commission. The Commission was directly and exclusively subordinate to the Allied Control Council set up for the whole of Germany.

Civil Traffic to West Berlin

|                          | 1961            |                  | 1960            |                  |
|--------------------------|-----------------|------------------|-----------------|------------------|
|                          | Metric Tons     | Percent of Total | Metric Tons     | Percent of Total |
| <b>Incoming</b>          |                 |                  |                 |                  |
| Highway                  | 2,861,467       | 35.9             | 2,913,200       | 35.7             |
| Rail                     | 2,309,105       | 29.0             | 2,369,344       | 29.6             |
| Water                    | 2,997,821       | 37.5             | 2,989,098       | 37.6             |
| Air                      | 6,775           | 0.1              | 5,759           | 0.1              |
| Total                    | 1,245,072       | 100.0            | 8,132,001       | 100.0            |
| <b>Outgoing</b>          |                 |                  |                 |                  |
| Highway                  | 1,172,941       | 62.2             | 1,079,839       | 61.6             |
| Rail                     | 775,801         | 39.2             | 880,947         | 49.0             |
| Water                    | 19,417          | 0.8              | 410,496         | 23.9             |
| Air                      | 9,293           | 0.5              | 8,471           | 0.5              |
| Total                    | 1,889,712       | 100.0            | 1,750,031       | 100.0            |
| <b>Passenger Traffic</b> |                 |                  |                 |                  |
|                          | No. of Vehicles | Percent of Total | No. of Vehicles | Percent of Total |
| <b>Incoming</b>          |                 |                  |                 |                  |
| Automobile               | 609,676         | 1,617,407        | 531,645         | 1,386,496        |
| Bus                      | 29,447          | 78,411           | 27,690          | 71,712           |
| Cycle                    | 12,125          | 32,022           | 12,480          | 32,484           |
| Rail                     | 8.4             | 22,087 1/2       | 8.4             | 22,087 1/2       |
| Aircraft                 | 19,948          | 77,449 1/2       | 17,855          | 68,071 1/2       |
| <b>Outgoing</b>          |                 |                  |                 |                  |
| Automobile               | 631,193         | 1,676,669        | 565,483         | 1,390,438        |
| Bus                      | 29,185          | 84,559           | 28,026          | 72,059           |
| Cycle                    | 12,293          | 32,269           | 13,026          | 33,460           |
| Rail                     | 8.4             | 22,087 1/2       | 8.4             | 22,087 1/2       |
| Aircraft                 | 19,947          | 77,449 1/2       | 17,855          | 68,071 1/2       |

a. Figure includes all rail passengers crossing border of Federal Republic, exclusive Berlin statistics not available.  
b. Excluding flights of refugees (115,589 in 1961; 121,798 in 1960).

checkpoint in each direction during a 24-hour period in 1960 was 1,344 cars, 297 trucks, 76 buses, and 37 motorcycles; the overall average was 1 vehicle per minute. In 1961, daily car traffic increased to 1,741 and bus traffic to 85.

The US, UK, and French airmen in West Berlin normally receive the bulk of their military supplies by surface transport, via one highway and one rail line that cross the barrier at Belvedere and three air corridors, which meet Berlin at Humberg, Bismarck, and Frankfurt. Five authorized crossing points, including Belvedere-Bismarck, were established to serve the far greater civilian needs in terms of freight and passenger service between West Berlin and the Federal Republic of Germany.

All civil rail freight between the Federal Republic and West Berlin is channelled through the Belvedere-Bismarck crossing point and enters West Berlin via Ostbahnhof near Potsdam. This is the only line that is used for military traffic. A 1945 quadripartite agreement authorized the daily entry of 13 freight trains (including Allied military freight trains) with a maximum capacity of 800 tons each. Outbound freight trains, which average one per day, have not been limited by any agreement. Heavy freight cars from West Berlin are routed back to the Federal Republic via Havel and Behncke-Wende.

Civil rail passenger traffic uses the following authorized crossing points: Bismarck-Belvedere, Potsdam-Belvedere, Belvedere-Bismarck, Bismarck-Humberg, Humberg-Bismarck, and Humberg-Frankfurt. Trains using the last two do not go directly to Berlin, which makes a change of trains necessary.

Civil road traffic may utilize the Humberg and Havel autobahns as well as the Belvedere-Bismarck and the Bismarck-Humberg. All three autobahns meet near Bismarck, just outside Berlin. Two additional highway routes to West Berlin are available: Highway 5 from Humberg, which crosses the border near Bismarck, and enters West Berlin at Spandau, and a highway that enters East Germany north of Humberg and leads via Schwedt and Ludwigsfelde, where it joins Highway 5, to West Berlin.

Two inland waterways, the Elbe River and the Mittelland Canal, connect the Federal Republic and East Germany. Both are linked to Greater Berlin by a system of canals.

Western military and official personnel travel on documents issued by their military commanders or by their embassies in Bonn. Western military freight traffic is not subject to inspection. All types of civil passenger and freight traffic along surface routes, however, are subject to customs and immigration control upon entry into East Germany.

Issues of Air Access

Immediately after World War II, Western access to Berlin was governed by an informal agreement under which Western pilots en route to Berlin were to follow the railroad or autobahn from Humberg to Berlin. During the 1945 negotiations that led to the establishment of the air corridor, the United States proposed three corridors - the present three plus others to Gumbinnen, Weissen, and Prague. The USSR refused to consider the last three, but on 30 November 1945 the Allied Control Council approved a paper that provided for the three air corridors now in effect. The north corridor is 125 nautical miles long, the central corridor is 123 nautical miles, and the south corridor is 128 nautical miles. The paper stipulated that flights through these corridors could proceed without notice and that responsibility for drawing up safety measures and flight rules for the corridors would rest with the Air Directorate of the Control Council. A final agreement was concluded early in 1960, and the Berlin Air Safety Office (BANSO) was established in February 1960.

Rules governing corridor flights are available in the basic document, Flight Rules for Aircraft Flying in the Air Corridor of Germany and the Berlin Corridor, dated 10 October 1960. Although the corridor is the basic document, flight rules are also set forth in the Flight Rules of the Berlin Corridor, which is defined as the area within a radius of 30 statute miles (37.4 nautical miles) of the Allied Control Authority Building in Berlin. Because this building and Tempelhof do not have identical locations, the Berlin terminal area extends 23.2 nautical miles to the east, 35.1 nautical miles to the south, and 30 nautical miles to the north of Tempelhof Airfield. Many ground-based navigational aids are available for use within the corridors, the Berlin area, and the associated terminal areas. Rules require that plans for corridor flights be filed with BANSO and that aircraft desiring to cross a corridor must, whenever possible, craft needs to receive such clearance must cross at a "negative heading" of 90 fly approach area in East Germany and since the USSR had participated in the draw were established for Western use and Soviet flights were adjusted as an act to interfere with Western flights. Both February 1960 the corridor were used almost exclusively by Western air craft.

Use of the air corridors is restricted to commercial and military planes of the Occupied Powers and is subject to procedures and regulations agreed upon by the quadripartite BANSO. The Western Powers license commercial air operations in the three air corridors. Western civil and US military flights to Tempelhof are controlled by the French authorities. Soviet flights terminating at Soviet Airfield are for Tempelhof, and planes landing there do not require express authorization. Since aircraft is used almost exclusively for military flights and is controlled by the British.

In 1961, a total of 39,947 road-trip commercial flights were made to Berlin, or about 22 a day. The licensed commercial carriers are: P&O, currently with 25 scheduled road trips daily using DC 60's, 60's, with 10 road trips daily using Vickers Viscounts; and Air France, with 6 road trips daily, using Caravelles. Air France flights terminate at Tempelhof and the other carriers, at Tempelhof.

The number of military flights varies considerably, but US flights have probably averaged from 125 to 150 road trips per month. In addition, are available for US and French flights.

Western Aircraft Problems and Capabilities

In response to the 1948-49 Soviet-imposed blockade of surface transport around West Berlin, the United States and the United Kingdom conducted an airlift investigation 267,477 flights and 2,135,087 tons of cargo and passengers during the 11-month period beginning in June 1948, an average of 563 flights and 5,294 tons a day. This accomplishment was far greater than had been believed possible when the airlift began.

Today, however, West Berlin has a much higher standard of living than before the 1948-49 airlift, owing largely to the influx of new industries and the expansion of old industries. To maintain the current high standards, West Berlin reported 20,846 tons of freight daily in 1961, using transport of all types. If an airlift became mandatory today, it obviously would not attempt to move any such volume of freight, but even of the problems that were encountered in 1948-49 have been reduced considerably. At that time the airlift was accomplished by a large number of aircraft having different performance characteristics, which resulted in problems of air-traffic control. Similar tonnage movements now could be handled with fewer aircraft and flights because of the availability, in sufficient numbers, of transport aircraft possessing far greater cargo capacities and more nearly uniform performance characteristics during the formative stages of an airlift. Fuel and other vital necessities would be available from stockpiles established by the West Berliners to meet such an emergency. The establishment of it if it were not subject to Soviet interference.

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C-O-P-Y

10 April 1962

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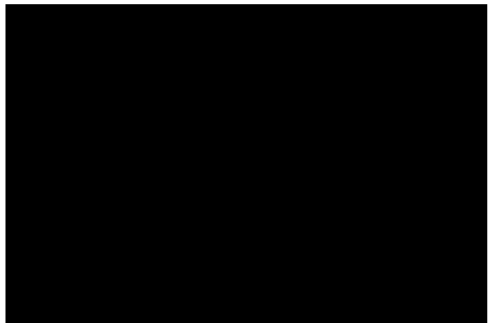
25X1A

[REDACTED] called with regard to the paper OPR did for the Berlin Task Force. Received the following message from Mr. Karlow which he thought you might wish to put in the official OPR commendation file:

"Mr. Kohler termed the paper on Air Access to Berlin (CIA/PR 62-4) as 'very helpful and valuable' and asked me to pass his comments and his appreciation to the persons responsible."

[REDACTED] 25X1A

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|   |                   |                       |
|---|-------------------|-----------------------|
| <b>TRANSMITTAL SLIP</b>   |                   | DATE<br>11 April 1962 |
| TO: Chief, D/GG   |                   |                       |
| ROOM NO.<br>3E58  | BUILDING<br>Edga. |                       |
| REMARKS<br><br>The original of the attached note<br>has been passed on to St/P/C for the<br>OKK Commendation File.<br><br> |                   |                       |
| FROM: O/Ch/G -- Jo  |                   |                       |
| ROOM NO.  | BUILDING          | EXTENSION<br>5061     |

STATINTL

**CONFIDENTIAL**

C-O-P-Y

10 April 1962

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25X1A

|  |          |               |
|--|----------|---------------|
| <b>TRANSMITTAL SLIP</b>  |          | DATE          |
|  |          | 11 April 1962 |
| TO: Chief, D/CG  |          |               |
| ROOM NO.   | BUILDING |               |
| 3E58   | Edqs.    |               |
| REMARKS:   |          |               |
| <p>The original of the attached note has been passed on to St/P/C for the ORR Commendation File.</p> |          |               |
| <p>[REDACTED]</p>  |          |               |
| FROM: O/Ch/G -- Jo   |          |               |
| ROOM NO.   | BUILDING | EXTENSION     |
|  |          | 5061          |

25X1A

OTHER REPORTS ORIGINALLY SELECTED FOR BRIEFING THE DCI, BUT NOT USED: **Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7**

GM 62-1, 4, 6, and 8 February-April 1962  
The Berlin Wall; Air Access to Berlin; The Status of the Berlin Wall; and Surface Access to West Berlin

This group of four GM's was prepared in 1962 at the request of the Berlin Task Force, headed at that time by Foy Kohler. These very concise studies bring together a wide variety of fugitive information on the physical, political, economic, and legal aspects of West Berlin and the Berlin Wall.

**SECRET**

GM 62-2  
Malaysia

March 1962

This GM was produced for ONE in support of an NIE on the then newly proposed Federation of Malaysia. It provides a great variety of basic data on the physical situation, economic aspects, population, and problems of the territories that will be merged in the Federation.

**CONFIDENTIAL**

GP 61-48, Part III April 1962  
Congolese Tribal Affiliations and Disputes -- Part III: Tribal Relationships in Leopoldville Province

In connection with increasing U.S. involvement in the Congo, OCI asked the geographers in 1961 for a compilation of data on tribal affiliations and disputes. Subsequent dissemination was made to DD/P and a wide variety of other users. This 1962 report on tribal relationships in Leopoldville Province completed the study.

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GP 62-60:L  
Area 18: [REDACTED]

March 1962

In January 1962 TFW and the DD/I, represented by [REDACTED] determined that operational planning on Cuba required the preparation of basic analyses of the areas most suitable for resistance operations. The Geography Division was asked to select and analyze these areas according to established criteria. [REDACTED] was the first study produced.

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Record of Man Hours for Report No. GM 62-4

Project No. 63.1990

|        | <u>Analyst</u> | <u>Editor</u> | <u>Coordinator</u> | <u>Clerical</u> |
|--------|----------------|---------------|--------------------|-----------------|
| Totals | <u>180</u>     | <u>55</u>     | <u>-</u>           | <u>29 1/2</u>   |

Period during which man hours charged:

From: Mar 62  
To: Apr 62

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**DISTRIBUTION LIST**

**Title of Report** AIR ACCESS TO BERLIN **Date** April 1962  
**Report Series No.** GM 62-1 **PN** 63,1990 **Classification/Control** SECRET  
**Requester** S. Peter Karlow, State, Opr. Center, 7513 New State  
**Analyst and Branch** [REDACTED] GG/E 25X1A **Maps** 36025 **Pictures**

| Copy No. | To                             | 25X1A | Date      | Copy No.     | To                                    | Date                  |
|----------|--------------------------------|-------|-----------|--------------|---------------------------------------|-----------------------|
| 371      | [REDACTED]                     |       |           | 391 thru 406 | D/GC                                  | 6 Apr 62              |
| 372      | OC1 via [REDACTED]             |       |           | 407 thru 506 | D/GG delivered to Karlow, State       | 6 Apr 62.             |
| 373      | 9 Aug 62                       | 25X1A |           | 507          | [REDACTED] St/P/g 25X1A               |                       |
| 374      | Destroyed 12 Aug 63 [REDACTED] |       |           | 508          | Ch/G [REDACTED] has)                  | 6 Apr 62 25X1A        |
| 375      |                                |       |           | 509          | Ch/G 25X1A                            | 6 Apr 62              |
| 376      |                                | 25X1A |           | 510          | [REDACTED] OSI/ECM                    | 9 Apr 62 ([REDACTED]) |
| 377      | Destroyed 12 Aug 63 [REDACTED] |       |           | 511          | [REDACTED] OCI                        | " " 25X1A             |
| 378      | BRINE 7-E-62 11 Jul 65         |       |           | 512          | [REDACTED] OCI/Mil.                   | " " 25X1A             |
| 379      |                                |       |           | 513          | [REDACTED] St/R/ERA                   | " "                   |
| 380      |                                |       |           | 514          | [REDACTED] ONE                        | " " 25X1A             |
| 393      | Circulated in D/GG             |       |           | 515          | GG/E [REDACTED]                       | 6 Apr 25X1A           |
| 394      | GG/E [REDACTED]                |       | 18 May 62 | 516          | D/GG                                  |                       |
| 395      |                                |       |           | 84           | [REDACTED] 25X1A                      | 9 Apr 63              |
| 396      |                                | 25X1A |           | 85           | Destroyed 12 Aug 63 (mask)            |                       |
|          |                                |       |           | 86           | [REDACTED] [REDACTED] 7 APR 11 Out 63 |                       |

**Remarks:**

25X1A

Total: 516

**SECRET**

Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7

Project No. 63-1930

Report No. GM 62-4

| <u>Reviewed and Approved by</u>            | <u>Date Released</u>        |
|--|-----------------------------|
| Analyst <u>JDS</u>                         | <u>19 Mar 62</u>            |
| Branch Chief <u>POH</u>                    | <u>19 Mar 62</u>            |
| Special Asst. <u>MMB</u>                   | <u>21 Mar 62</u>            |
| Division Chief <u>                    </u> | <u>                    </u> |

| <u>Editing and Review</u>         | <u>Date</u>   | <u>Instructions for Final Typing</u>             |
|-----------------------------------|---------------|--|
| Editor <u>LO</u>                  | <u>26 Mar</u> | For Photolith <u>                    </u>        |
| Editor/Analyst <u>LO/JSS</u>      | <u>27 Mar</u> | For Multilith <u>                    </u>        |
| Typist (final) <u>MED (Pinto)</u> | <u>27 Mar</u> | For Ditto <u>                    </u>            |
| Proofreaders <u>1</u>             | <u>27 Mar</u> | On Bond with <u>                    </u> carbons |
|                                   |               | Other <u>                    </u>                |
| Analyst <u>JSS</u>                | <u>28 Mar</u> |  |

| <u>Maps</u>                                    |                             |
|--|-----------------------------|
| Compilation Branch <u>                    </u> |                             |
| <u>Map Number</u>                              | <u>Subject</u>              |
| <u>                    </u>                    | <u>                    </u> |
| <u>                    </u>                    | <u>                    </u> |
| <u>                    </u>                    | <u>                    </u> |
| None <u>                    </u>               |                             |

Other Instructions and Comments Recd - 22 Mar from RTH

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Final Editorial Approval  
Before Reproduction and  
Distribution

All changes  
on Final Copy                     

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Proof copy  
(from Repro)                     

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GM 62-1, 4, 6, and 8

February-April 1962

The Berlin Wall; Air Access to Berlin; The Status of the  
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Coordinators on project:

Air Access to Berlin

25X1A

Name: [REDACTED]  
Other Inf.: ERA, S/TR, 3G49, x6700

Name: [REDACTED]  
Other Inf.: ERA, S/TR, 3G49, x6811

25X1A

Name: [REDACTED]  
Other Inf.: OCI 3G 7G50, x7441

25X1A

Name: [REDACTED]  
Other Inf.: OCI Air Military 6G29, x5361

25X1A

Name: [REDACTED]  
Other Inf.: ECM, 5G03, x5906 x5950

25X1A

Name: [REDACTED]  
Other Inf.: ECM, 5G03, x5906

25X1A

27 March 62

25X1A

[REDACTED] ONE, furnished a copy (draft)  
for briefing.

Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7  
Geography Division, ORR

## Project Initiation Memorandum

Project No.: 63.1990

28 February 1962

1. Subject of Proposed Project: Air Corridors to Berlin.
2. Statement of Problem: A Geographic Intelligence Memorandum will be prepared giving information on the air corridors for Western traffic to Berlin over East Germany, to include the topics listed in paragraph two of the attached memorandum. The report will also discuss briefly the rail, highway, and canal routes to Berlin, to set the air traffic situation in the perspective of the total traffic picture.
3. Requester: Serge Peter Karlow, State Department Operations Center. Memorandum of 27 February 1962, on the subject Assistance on the Air Corridors, is attached. For the Berlin Task Force. 25X1A
4. Responsible Analyst, Branch: [REDACTED] with assistance of [REDACTED] 25X1A
5. Kind and Extent of Cooperation Desired From:
  - A. Other Divisions of the G Area: D/GC will prepare map or maps.
  - B. Other Parts of CIA: Information will be secured from OSI and ERA.
  - C. Outside CIA: Berlin Alert Group, Defense Department, probably.
6. Estimated Manhours in D/GC: 120.
7. Publication Date: 23 March 1962
8. Form of Final Publication: CIA/RR GM.
9. Recommendations for Distribution of Finished Report: Standard dissemination for GM plus necessary copies to requester (probably 100).

25X1A

25X1A [REDACTED]

Chief, Geography Division

[REDACTED]  
/Chief, Geographic Area

Date

5 March 62

25X1A

[REDACTED]  
Acting Assistant Director, ORR

Date

7 Mar

~~S-E-C-R-E-T~~

Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7

27 February 1962

MEMORANDUM FOR: Deputy Director (Intelligence)

ATTENTION:

25X1A

SUBJECT: Assistance on the Air Corridors

1. In my memo of 27 February on "ORR Geographic Intelligence Memoranda," I requested (para 2 b) on behalf of the Berlin Task Force a Geographic Intelligence study of the air corridors. This is to confirm that request and to restate and elaborate on the EEI's for such a study.

2. The study should include most or all of the following:

- (a) Traffic in the corridors
- (b) Navigational facilities
- (c) The location of Soviet airfields
- (d) The location of SAM sites (confirmed and probable)
- (e) The location of ECM equipment (confirmed and probable)
- (f) DDR civil and military airfields.
- (g) DDR scheduled civil air routes and traffic.

3. I would appreciate an estimated date of completion.

(signed)

SERGE PETER KARLOW

cc:

2 - DDI

2 - EE/

25X1A

2 - DD/P (files)

1 - Chrono

~~S-E-C-R-E-T~~

Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7

| SENDER WILL CHECK CLASSIFICATION TOP AND BOTTOM   |                        |                                       |   |
|---|------------------------|---------------------------------------|---|
| UNCLASSIFIED  |                        | CONFIDENTIAL                          |   |
| <b>CENTRAL INTELLIGENCE AGENCY<br/>OFFICIAL ROUTING SLIP</b>                              |                        |                                       |   |
| TO  | NAME AND ADDRESS       | INITIALS                              | DATE                                    |
| 1   | Ch/G                   | <i>[Signature]</i>                    | 5 Mar 62                                |
| 2   | AD/RR                  | <i>[Signature]</i>                    | 5 Mar                                   |
| 3   | OCh/G                  | <i>[Signature]</i>                    | 7 Mar                                   |
| 4   | D/GG/ [REDACTED] 25X1A |                                       |   |
| 5   |                        |                                       |   |
| 6   |                        |                                       |   |
| <input type="checkbox"/>  | ACTION                 | <input type="checkbox"/> DIRECT REPLY | <input type="checkbox"/> PREPARE REPLY  |
| <input checked="" type="checkbox"/>   | APPROVAL               | <input type="checkbox"/> DISPATCH     | <input type="checkbox"/> RECOMMENDATION |
| <input type="checkbox"/>  | COMMENT                | <input type="checkbox"/> FILE         | <input type="checkbox"/> RETURN         |
| <input type="checkbox"/>  | CONCURRENCE            | <input type="checkbox"/> INFORMATION  | <input type="checkbox"/> SIGNATURE      |
| <b>Remarks:</b><br><i>1 to 4: Note additions made to #3 and 5B at suggestion of A/AD.</i> |                        |                                       |   |
| <b>FOLD HERE TO RETURN TO SENDER</b>  |                        |                                       |   |
| FROM: NAME, ADDRESS AND PHONE NO.   |                        |                                       | DATE                                    |
| D/GG/RR <i>[Signature]</i> 3-E-58 6018  |                        |                                       | 1 Mar 62                                |



**SECRET**

27 February 1962

**MEMORANDUM FOR: Deputy Director (Intelligence)**

**ATTENTION:**

25X1A

**SUBJECT: GSR Geographic Intelligence Memoranda**

1. An GSR publication entitled "The Berlin Wall" (CIA/IR SN 62-1) has attracted favorable attention among several members of the Berlin Task Force. A hundred copies have been requested (and received) for distribution as a Task Force document.

2. In addition to favorable reactions, I have received several requests from Berlin Task Force members for further studies of this type, specifically:

*yes if needed*

(a) Could "The Berlin Wall" be released at periodic intervals? Reissums should be classified no higher than "Official Use Only" and should be so prepared as to make possible distribution to the Quadripartite elements of the Berlin Task Force, meaning British, French, and German government representatives.

63.1990

(b) Air corridors. In view of the great current interest in this subject the early appearance of a similar study of the air corridors would be appreciated. This study, also of the lowest possible classification but available for Quadripartite distribution, should include information on traffic, navigation facilities, the locations of Soviet air fields, the location of confirmed and possible West bloc, location of East German civil air fields, and known East German civil air routes.

**SECRET**

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3. This is the second DMR publication bearing on the Berlin situation that has generated Berlin Task Force interest. The other was a "Current Support Brief" on East German surface transportation, CIA/BR 68-62-1. In addition, when the DCI Berlin Handbook appeared, 73 copies were requested for distribution by the Task Force. I believe it would be worthwhile for us to comb over some time and see what other material or resources within OSI or elsewhere could make further contributions to the work of the Task Force.

SLM  
SIDNEY FURBER KATLOW

Out

- 2 - DMR
- 2 - DMR/ [REDACTED]
- 2 - DMR (JLH)
- 1 - [REDACTED]

25X1A

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CENTRAL INTELLIGENCE AGENCY  
Geography Division, ORR

Project Initiation Memorandum

Project No.: 63.1990

Date: \_\_\_\_\_

1. Subject of Proposed Project: Air Corridors to Berlin
2. Statement of Problem: AGM will be prepared giving information on the air corridors for Western traffic to Berlin over East Germany, to include the topics listed in paragraph 2 of the attached memorandum. The report will also discuss briefly the rail, highway and canal routes to Berlin, to set the air traffic situation in the perspective of the total traffic picture.
3. Requester: M. Serge Peter Karlow, State Dept. Operations Center  
(copy of memorandum of 27 Feb. 62, Subject: "Assistance on the Air Corridors" attached.)
4. Responsible Analyst, Branch: [redacted] with assistance of [redacted]
5. Kind and Extent of Cooperation Desired From:
  - a. Other Divisions of the G Area (include maps): D/GC will prepare
  - b. ~~D/GC Domestic Procurement~~ maps & maps.
  - c. Other Parts of CIA: Information will be secured from OSI
  - d. Outside CIA: Berlin Allied Group, Defence Dept. (probably)
6. Estimated Manhours in D/GC: 120
7. Probable Completion Date: 23 March 62 (publication date)
8. Probable Form of Final Publication: GM
9. Recommendations for Distribution of Finished Report: Necessary copies to requester (maybe 100) + standard distribution.
10. Comments: \_\_\_\_\_

Approved: \_\_\_\_\_

Chief, Geography Division

Chief, Geographic Research

Date \_\_\_\_\_

Assistant Director, ORR

Date \_\_\_\_\_

CENTRAL INTELLIGENCE AGENCY  
Geography Division, ORR

Project Initiation Memorandum

Project No.: 63.1990

28 February 1962

1. Subject of Proposed Project: Air Corridors to Berlin.
2. Statement of Problem: A Geographic Intelligence Memorandum will be prepared giving information on the air corridors for Western traffic to Berlin over East Germany, to include the topics listed in paragraph two of the attached memorandum. The report will also discuss briefly the rail, highway, and canal routes to Berlin, to set the air traffic situation in the perspective of the total traffic picture.
3. Requester: Sarge Pater Karlow, State Department Operations Center. Memorandum of 27 February 1962, on the subject Assistance on the Air Corridors, is attached.
4. Responsible Analyst, Branch: [REDACTED] with assistance of [REDACTED]
5. Kind and Extent of Cooperation Desired From:
  - A. Other Divisions of the G Area: D/GC will prepare map or maps.
  - B. Other Parts of CIA: Information will be secured from OSI.
  - C. Outside CIA: Berlin Alert Group, Defense Department, probably.
6. Estimated Manhours in D/GC: 120.
7. Publication Date: 23 March 1962
8. Form of Final Publication: CIA/RR GM.
9. Recommendations for Distribution of Finished Report: Standard dissemination for GM plus necessary copies to requester (probably 100).

Chief, Geography Division

Approved:

Chief, Geographic Area

Date

Assistant Director, ORR

Date

~~SECRET~~

Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7

27 February 1962

MEMORANDUM FOR: Deputy Director (Intelligence)

ATTENTION: [REDACTED] 25X1A

SUBJECT: Assistance on the Air Corridors

1. In my memo of 27 February on "ORR Geographic Intelligence Memoranda," I requested (para 2 b) on behalf of the Berlin Task Force a Geographic Intelligence study of the air corridors. This is to confirm that request and to restate and elaborate on the EEI's for such a study.

2. The study should include most or all of the following:

- (a) Traffic in the corridors
- (b) Navigational facilities
- (c) The location of Soviet airfields
- (d) The location of SAM sites (confirmed and probable)
- (e) The location of ECM equipment (confirmed and probable)
- (f) DDR civil and military airfields.
- (g) DDR scheduled civil air routes and traffic.

3. I would appreciate an estimated date of completion.

(signed)

SERGE PETER KARLOW

cc:

2 - DDI

2 - EE [REDACTED]

2 - DD/P (files)

1 - Chrono

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Approved For Release 2001/03/06 : CIA-RDP84-00825R000100260001-7